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REMARKS

Claims 1-3 and 6-7 are currently pending in the above application.

As a preliminary matter, the term "mirror assemblies," relating to reference numerals 22, 24, listed in the specification in paragraphs [0023], [0024], [0028], [0029], and [0031-33], have been amended to properly read "crossover mirror assemblies." Further, any reference to the term crossview throughout the specification has been modified to read "crossover," for clarity. Support for these changes is found in paragraph [0011], which specifically defines crossview mirrors as follows:

One mirror that has been designed to reduce blind spots in front of a vehicle such as a bus is a crossover mirror. Crossover mirrors have been designed and mounted to the front corner of the bus to provide the driver with visual access to the area in front of the bus that is hidden from direct view as well as to the sides of the bus. Currently available crossover mirrors are required to see a particular forward, rightward and leftward visual orientation in front of school buses as mandated by FMVSS (Federal Motor Vehicle Safety Standard) 111.

Further support for the change is shown in Figure 1, which shows a mirror mounted at the front corner of the bus, and in the preamble of claims 1-3 and 6-7. Reconsideration of the specification in lieu of these clarifying changes is respectfully requested.

In addition, claim 1 has been amended to specifically state that the crossover mirror assemblies comply with FMVSS 111. Support for this clarifying amendment is found in paragraph [0011] of the original specification, which specifically defines current crossover mirrors as requiring this arrangement. Thus, the amendment is strictly a clarifying amendment. Reconsideration of amended claim 1 is respectfully requested.

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Claims 1-3, 6 and 7 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Foster (U.S. Patent Application No. 2,877,686) in view of Schmidt (U.S. Patent Application No. 4,938,575). Applicant respectfully traverses the Examiner's rejection and reincorporate the comments from the May 18 response as if fully contained herein.

In the Examiner's "Response to Arguments," beginning with the first full paragraph, the Examiner states that the term "crossview mirror" has not been specifically defined or otherwise limited to special structural features in the specification. Applicant respectfully disagrees. As stated in the first two sentences of paragraph [0011] (shown above), a crossover mirror is specifically defined as a mirror that is mounted to the front corners of a bus and one that complies with the requirements of FMVSS 111. Thus, contrary to the Examiner's analysis, a crossview mirror has been specifically defined.

Rearview mirrors, as one of ordinary skill in the art would recognize, are typically mounted within the cabin of the vehicle, or at a location in close proximity to the driver and passenger along the sides of the vehicles, and are used to provide a field of vision behind the driver and behind the driver on either side of the vehicle. Rearview mirrors are not required to comply with the requirements of FMVSS 111.

Foster, in fact, notes that the rearview mirror should be positioned so that the mirror faces the rear of the motor vehicle (Column 3, lines 17-19). It does not indicate that it allows visual orientation to the front of the vehicle. Thus, by definition, it is not a crossover mirror.

Schmidt (U.S. Patent No. 4,938,578), in addition to what was indicated in the previous Office Action, indicates that it can see in front of and to the side of the vehicle. However, Schmidt does not indicate whether the mirror mounted to the front fender can see a particular forward, rightward and leftward visual orientation in front of school buses are required by FMVSS 111. Thus, Schmidt can qualify as a rearview mirror, but does not comport with the definition of crossover mirror as in the present application, which requires a particular forward, rightward and leftward visual orientation in front of

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school buses are described in FMVSS 111. The other Schmidt references (U.S. Patent Nos. 4,500,063 and 4,991,814 also define review mirror but do not describe crossover mirrors as in the present application for the same reasons.

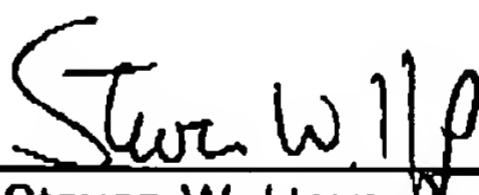
The Examiner then introduces the arcuate mirror of Schmidt to the rearview mirror of Foster to arrive at the present invention. However, adding an arcuate mirror to Foster would not transform the rearview mirror of Foster to a crossover mirror that could view the front portion of the bus and comply with FMVSS 111, which claims 1-3 and 6-7 require. As such, the addition of the mounting location and arcuate mirror as taught in Schmidt to the rearview mirror assembly in Foster is not reasonable and would not be done by persons skilled in the art. Thus, the Examiner has not established the first basic criteria for establishing a *prima facie* case of obviousness as required by MPEP 2143. Further, the addition of the two other Schmidt references similarly do not disclose a crossover mirror as in claims 1-3 and 6-7 that meet the requirements of FMVSS 111. As such, claims 1-3 and 6-7 are allowable over the cited prior art and further in combination with the other Schmidt references cited in the Final Office Action. Reconsideration of claims 1-3 and 6-7 is thus respectfully requested.

The Examiner is invited to telephone the Applicant's undersigned attorney at (248) 223-9500 if any unresolved matters remain.

Respectfully submitted,

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